



SEABASING **INTEGRATION** **ASSESSMENT** "SOLVING THE GAPS"



Topics



- 2013 working group out-brief
- Roadmap
 - Seabasing Objectives
 - Seabasing Requirements Analysis Tracker
- Collaborative Opportunities
- MARFOR support of Seabasing objectives and continued development of TTPs
- Working Group Focus



Seabasing Validation and Experimentation Working Group – 2013 Outbrief



- Briefed status of current Seabasing Doctrine: MPF(SE) COE, T-AKE OH, MLP OH
- Reviewed the 7 overarching Terminal Objectives for Seabasing
- Reviewed the 24 Enabling Objectives for Seabasing
- Reviewed the TO's and EO's injected into the 5 Year Exercise Plan
- Identified Enabling & Terminal Objectives that require refinement and/or consolidation
 - SID Hotwash next week to incorporate the WG's inputs
- Discussed the Integration of MPF and L Class ships
 - Where are the cross over points? e.g. Amphib/MPF Interoperability (where LCACs come from?)
 - Identify the venue(s) for evaluating interoperability of MPF with L Class ships (exercises, ARG/MEU deployments...)
- Discussed Employment Preparation Party (EPP) vs Offload Preparation Party (OPP)
 - EPP supports seabasing operations, OPP supports traditional MPF offload
 - Situational dependent; during traditional ops it's an OPP, if you're operating from the Seabase then it's an EPP.



Seabasing Validation and Experimentation Working Group



- UAS on MPF: describe the required capability across the MPF platforms
 - UAS requirement: vertical sustainment & ISR
 - MPS UAS requirement: not just T-AKE
- Utilizing INLS as a ship to shore connector
 - Navy routinely operates up to 2nm ship to shore, but emerging requirement is to transit 12 nm, may require additional training
 - Throughput concerns: BIC recently conducted a test that took 10 hours to conduct INLS transit from 12 miles
- Define C2 Requirements: MLPs ability to control the sea space, i.e. control the LCAC ship to shore movement
- Define Command Relationships with respect to the forces operating from the Seabase
- Intra-hull management capabilities for returning disabled/combat casualty PEI at sea
- Define LO/LO capability requirement in Sea State 3 across the MPSRON
- Define Bulk Fuel transfer requirements for MPS
 - RAS Underway replenishment
 - Vertical replenishment



Roadmap



- MCT
 - 1.12- Conduct Expeditionary Operations
 - 1.12.1- Conduct Amphibious Operations
 - 1.12.3- Conduct Prepositioning Operations
 - 1.12.5- Conduct Seabasing Operations
- Determine seabasing objectives to be validated
- Seabasing objective alignment with platforms
- Match collaborative opportunities to platform availability
- Incorporate seabasing objectives during exercise planning
- Observe and assess the effectiveness of the seabasing objectives
- Lessons learned / update seabasing requirement assessment tracker / develop and validate TTPs
- Doctrine – update existing and new



Collaboration Opportunities



- **BOLD ALLIGATOR-14 – II MEF**
 - FICE - JHSV – CLF T-AKE
- **MPFEX -14 – II MEF**
 - T-AK offload in-stream (current doctrine review)
- **COCONUT GROVE – 14 – MARFORPAC**
 - MPF T-AKE event (incorporating ship to shore connectors)
- **PACIFIC HORIZON -15 – I MEF**
 - MLP introduction (offload only)
- **FREEDOM BANNER 15 (BALIKATAN) – III MEF**
 - MPF (SE) event (T-AKE, LMSR, MLP)
- **BALTOPS 15 – MARFOREUR/AF**
 - NATO interoperability (MPSRON and Amphibs)



Fly-in Integrated Command Element (FICE)



The Fly-in Integrated Command Element (FICE) is the lead element of an integrated ESG/MEB Command Element (CE) designed to rapidly deploy with initial capacity to gain situational awareness, begin coordination with higher, adjacent and supporting organizations, and exercise command and control as remaining portions of the CE are deployed. (Draft ESG2/2dMEB CR SOP, May 2014)

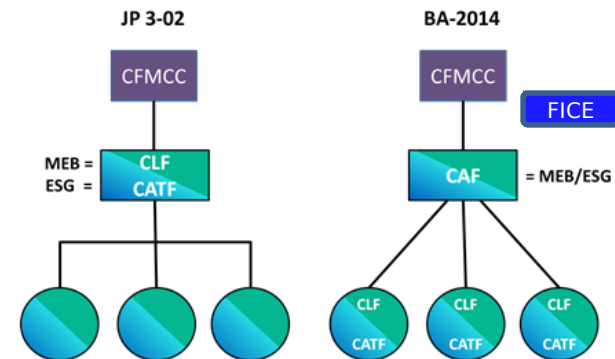
Pre-BA14: Observe the evolutionary development of the FICE during key lead up events IOT inform capability developments.

- ESG2/2dMEB CR SOP development
- ESG2/2dMEB FICE development (T/O and T/E)
- ESG2/2dMEB Reachback planning
- WEG2/2dMEB Command & Control planning

■ During BA14: Assess the functionality/utility ICW BA14

- Plan and execute CR operations vis a vis CR SOP
- Plan and execute C2 - identify attributes, gaps, limitations and risks
- Execution of reachback attributes, limitations, and shortfalls

"At all echelons of command, we must enhance our ability to conduct integrated planning, execution, and assessment."
Cooperative Strategy for the 21st Century Seapower



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JOINT HIGH-SPEED VESSEL (JHSV)



Overview: JHSV inclusion in BA14 will enable the evaluation of its effectiveness as an alternate command and control, operational, and logistics platform.

Within BA14 scenario: 2d MEB will use the JHSV for the first part of the exercise for the transfer of bulk fuel ashore (fuel trucks); SOF will then employ the JHSV as a launching platform; and finally NECC will employ it as an unmanned undersea vehicle (UUV) support platform, and support for Dutch riverine

Operations:

- Evaluate JHSV capabilities as alternate lift platform alongside traditional lift platforms
- Evaluate JHSV TTP, SOP, and planning guides
- Showcase JHSV capabilities to inform combatant commands and future training audiences
- Evaluate utility of JHSV for steady state operations and limited crisis response

Tentative BA 14 uses:

- Launching platform for special operations forces
- FHA response platform
- Support to NECC beach surveys
- Riverine operations afloat forward staging base



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Combat Logistics Force (CLF) Dry Cargo/Ammunition Ship (T-AKE)

Overview: T-AKE inclusion in BA 14 will enable the evaluation of its effectiveness as an alternate command and control, operational, and logistics platform.

Within the BA14 scenario: T-AKE will be executing its primary Combat Logistics Force (CLF) mission, resupplying Navy ships. Alternative uses for the T-AKE will be conducted while it is not involved in its primary mission. This will limit the availability, when compared to the MPSRON T-AKEs that are in direct support of Marine expeditionary forces, but will provide a similar platform for evaluation and comparison.



Objectives:

- Evaluate CLF T-AKE capabilities as an alternate C2 and logistics platform to sustain troops ashore
- Evaluate T-AKE as a viable second and third echelon maintenance facility
- Evaluate T-AKE TTP, SOP, and planning guides
- Showcase T-AKE capabilities to inform combatant commands and future training audiences
- Incorporate 2d MLG recommendations identified in an AAR dtd 8 July 2013 for using the T-AKE class of ship in support of Marine forces

Tentative BA 14 uses:

- Command ship for CLR-27. Includes action as command and control platform, maintenance depot, and supply depot for forces ashore

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Overall PH15 Exercise Objectives

- Build / enhance naval relationships through a common MPF exercise
- Strengthen 3rd Fleet / I MEF & ESG-3 / 1st MEB core competencies
 - Complete ESG-3 CMPF assessment/certification
 - Conduct 2-ship simultaneous MPF in-stream offload ISO Crisis Response HA/DR
 - Conduct crisis response planning and deployment
 - Operationally employing specified principal end items
 - Conduct ROMO ashore
 - Conduct ESG / MEB MPF staff education and training
- Exercise emergent Joint / Naval / Expeditionary doctrine and concepts
 - Establish and conduct C2 under crisis conditions (MPF operations, ROMO)
 - Aggregate/composite forces for ROMO
 - Conduct Seabase (MPF) enabled supporting operations across ROMO
 - Exercise Whole of Government (WoG) and Joint, Interagency, Intergovernmental, and Multinational (JIIM) concepts
 - MLP employment
- Incorporate the Naval Construction Element, w/established AAOE, into MEB operations



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PH15 Opportunities for Demonstration / Innovation

- LMSR 🛎 MLP through-put
 - Other IOT&E or program data collection
- Limited Arrival and Assembly at-sea => STOM (based on amphib availability)
- Non-traditional MPF C2 afloat and/or ashore
- Naval Logistics Integration
- Non-doctrinal employment of non-amphib ships (“alternate platforms”)
- SLRP performs HAST functions?
- ~~Integrated Naval Staff~~ – NO – interferes with ESG CMPF Cert

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FREEDOM BANNER 15

Projected Associated Objectives



1. Develop and validate CAESR TTPs from MPF SE Module (MLP/LMSR/T-AKE) and JHSV.
2. Document and validate baseline (SPMAGTF (Rein) Mech Inf Rifle Co w/DS CSS) MPF SE capabilities and limitations and align with current Expeditionary Force 21 concept and strategies.
5. Evaluate Employment Preparation Party (EPP) element of the Seabased Support Element (SSBE) operations while conducting Close and Assemble lines of Seabased operations.
7. Assess the organization of the Seabased Support Element (SBSE) to effectively coordinate the division of labor Employ and Sustain seabasing lines of operation (CEASR).
8. Assess and refine Seabased C2 architecture (Blue-Green).
9. Identify and assess current Seabased C4I capabilities and architecture across the lines of Seabasing Operations.
13. Demonstrate and assess the Close and Assemble phases of Seabased operations, specifically preparing equipment for combat ops ashore.
14. Develop and assess marshalling and staging TTPs from T-AKE/LMSR/MLP ISO in support of Seabased Force employment and sustainment.
18. Observe and assess US Navy, US Army and Coalition surface connectors interoperability with Seabased platforms.



Working Group Focus



- Review of 2013 Outbrief
- Seabasing Integration Objectives
- Seabasing Requirements Assessment Tool
 - Observations and Assessments
- Five Year Exercise Plan (PP&O product)
 - Forecasted seabasing objectives